

# THE MEMPHIS DAILY APPEAL—SATURDAY, APRIL 14, 1860.

Daily Appeal.

MEMPHIS.

SATURDAY, APRIL 14, 1860.

Reading Matter on Every Page

Largest Circulation in the City.

CIRCULATION OF DAILY APRIL 1, 1860—**1,683**  
CIRCULATION OF THE WEEKLY—**2,000**  
CIRCULATION OF THE MONTHLY—**3,000**  
CIRCULATION OF WEEKLY—**8,000**

SEE FIRST AND FOURTH PAGES.

**NOTICE.**  
The Appeal Publishing Office has removed to No. 2 Second Street, New Orleans, where all persons having business with the office are hereafter to report to said address.

**DEMOCRATIC STATE CENTRAL COMMITTEE.**

Hon. Geo. W. Jones, Chairman of the Democratic State Convention, has appointed the following members of the Board of Directors & Central Committee:

MONS. TENTERINE—William H. Carroll, Memphis.

W. M. McCrory, John C. Hersey, Nashville.

Thomas Watson, Franklin Thomas, Rogers, Gallatin.

Gen. Bradwell, Wm. Parker, Knoxville.

Samuel Milligan, Greenville; George W. Bridges, Athens.

Other members—John R. McMurphy, Memphis.

C. Gaskins, John R. McMurphy, Memphis.

McLain Cross, Purdy; H. F. Commins, Paris.

**THE CAMPAIGN APPEAL!**

SIX MONTHS FOR ONE DOLLAR!

Now is the time to make Clubs!!

For the sum of one dollar we propose to have the **WEEKLY APPEAL** from the 15th of May to the 15th of November. The approaching Presidential campaign promises to be one of the most important events in our history, during the existence of our government, and the newspaper in this season will become of double interest to the people. The small amount of money proposed to be paid for the weekly will suffice to cover the expenses of the paper, and has an inclination to read and keep pace with the times.

All Clubs, as well as individual subscribers, should be sent in by the 15th of May, so that we may have the Club list ready for the 1st of June.

**NOTICE TO OUR MERCHANTS AND TRADES PEOPLE GENERALLY.**

The edition of the **WEEKLY APPEAL**, which will go to the market on Saturday, April 14, 1860, will contain a special section devoted to our country with its news, reports, &c., to be sold at proper and necessary rates.

Advertisers interested in this will more than double their pleasure in placing their advertisements in this section, as it will be the first to receive the attention of the public.

In this section, we will give the first start in advertising to the great majority of miscellaneous reading, and it is bound to become a great favorite with the ladies.

The number of advertisements admitted into the paper will be four columns. Price, one dollar per column, and a premium of twenty-five cents for each additional column.

Advertisers desirous of next week's issue, must be bound in today, all of which will pass through our daily editions of Sunday without extra charge. Which of our advertisers can afford to give the first start in advertising?

**NEW ORLEANS PACKET TRADE.**

We have had with deep concern that of facts being made by the over-thrown slaveholders to consolidate and absorb the packet-train from the city to New Orleans, during the last few months.

These facts, which are now well known, are causing these effects. We cannot think that the merchants, manufacturers, and proprie-taires in Memphis will easily submit to such a condition, and are accordingly taking steps to meet them.

Let the St. Louis and Cincinnati interests and in getting command of these packets and they will drive thousands of orders for every kind of goods from Memphis to New Orleans.

The packet-train, which is destined to be entirely tributary to our railroads, to Cairo, St. Louis, and Cincinnati. They will make Memphis subservient to their own, and turn it into a mere port of entry, and the center of its natural position and other advantages demand, the great receiving and distributing point for the products of the North-west and the West, and the center of traffic and travel for the Mississippi.

On the center of the river, the New Orleans and Memphis packets are as popular basis, and with elegant, light-draught, and swift steamers, which shall be managed as some sort of a monopoly, and will be the only ones at the terminals, but at all the way landings owned and controlled at home by men of wisdom, experience and energy, who shall have a remunerative line, which will do no more to meet the wants of the South, than any enterprise of a similar nature.

There is no reason why we should not have a certain share, and perhaps a larger one, under the management of sagacious and enterprising managers.

If there are no immense wholesale trade, it will be, however, great, dry goods and groceries, we being the local traffic along the river, and alone destined for our railroad, and connecting us in punctual and regular manner with the West, and the Ohio, which is to be intrusted into the hands of the packet-train of steam communication with Liverpool, Havre, Rouen, Boston and Philadelphia.

We will secure the local passenger train to New Orleans, and in our hands, as far as possible, to put the whole of our steam packet interest between Memphis and New Orleans, there securing a constant and full of reliable service to establish our line.

Our first wish shall be to secure the

admission of the A.M. & H. to the A.S. & H. in a few days.

Our second point on the river will be to

secure the A.M. & H. to the A.S. & H.

Our third point on the river will be to secure the A.M. & H. to the A.S. & H.

Our fourth point on the river will be to

secure the A.M. & H. to the A.S. & H.

Our fifth point on the river will be to

secure the A.M. & H. to the A.S. & H.

Our sixth point on the river will be to

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Our seventh point on the river will be to

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Our tenth point on the river will be to

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Our eleventh point on the river will be to

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Our twelfth point on the river will be to

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Our thirteenth point on the river will be to

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Our twenty-ninth point on the river will be to

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Our thirtieth point on the river will be to

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